

Keechelus Lake Alignment Alternatives

Preferred Alternative Considerations

After extensive evaluation, the project team identified Alternative 4 as the preferred alternative for the I-90 Keechelus Lake alignment. Three other alignment alternatives and a no-build option were also evaluated.

The primary differences among these alternatives were the amount of protection from avalanches and falling rock; the degree to which roadway curvature is reduced to allow faster driving speeds and improved sightlines; and the relative costs of construction, maintenance, and operations.

Is there more work needed on I-90?

The funded project, from Hyak to Keechelus Dam, will widen approximately five miles of I-90 from four to six lanes, improving traffic flow and accommodating projected increased traffic volumes for the next 20 years.

The next ten miles of the corridor, from Keechelus Dam to Easton, has similar needs. The pavement is deteriorated and cracking, the existing four lanes will not accommodate future traffic volumes, vehicle and wildlife collisions impact travelers, tight curves limit sight distance, and unstable slopes occasionally send rocks and debris onto the roadway. Construction projects for this section are not currently funded. Similar needs also exist further east on I-90, from Easton to Ellensburg.

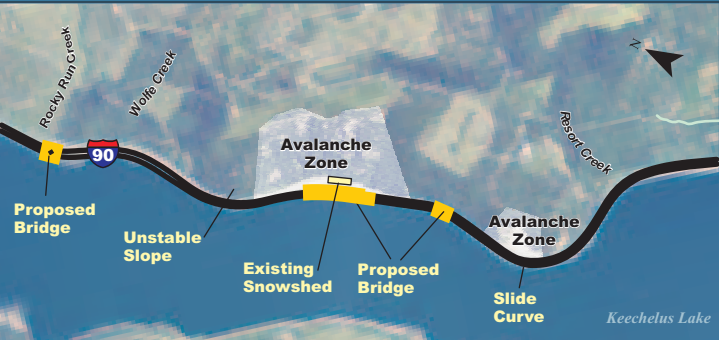
In response to recent rockslide activity near Snoqualmie Pass, WSDOT re-evaluated the unstable slopes in the corridor and obtained funding to stabilize three slopes 14 miles east of the summit. Work will take place in summer 2006.

MAKING EVERY DOLLAR COUNT.

For More Information:

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PREFERRED ALTERNATIVE



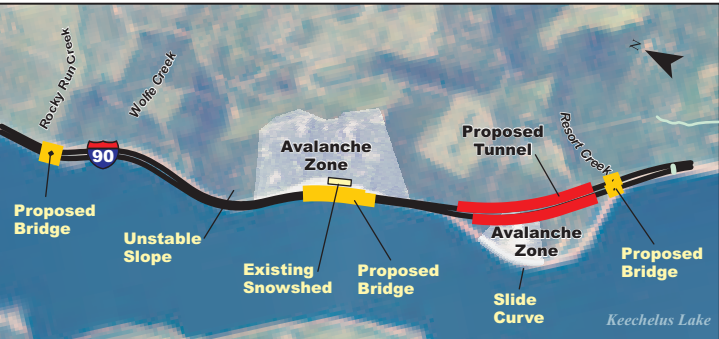
Alternative 4 – Shoreline Alignment

Features:

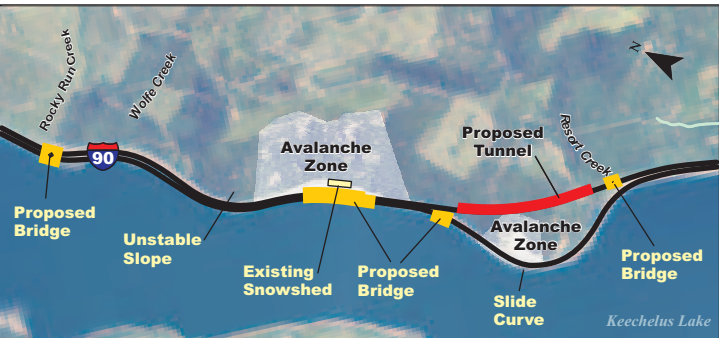
- Six-lane bridge to bypass avalanche chutes at snowshed
- Avalanche retention fence on Slide Curve
- Some 70 mph curves and some 60 mph curves



Alternative 1 – Long Tunnels



Alternative 2 – Short Tunnels



Alternative 3 – Westbound-only Tunnel

I-90 Snoqualmie Pass East Hyak to Keechelus Dam

Project Description

This project builds a safer, more efficient six-lane freeway from Hyak to Keechelus Dam. It includes measures to reduce lane closures due to avalanches and minimize hazards from falling rocks. New pavement replaces aging, deteriorated roadway to provide a smoother ride. Straightening roadway curves increases sight distance, driveability and safety. Expanded bridges and culverts allow safer crossings for wildlife and minimize the risk of wildlife collisions.

The End Result

This project will improve traffic flow and accommodate projected traffic volumes for the next 20 years, ensuring the continued availability of I-90 as a primary statewide transportation corridor.

The Hyak to Keechelus Dam project is the first funded project to improve safety and add capacity within the I-90 corridor.

Project Budget

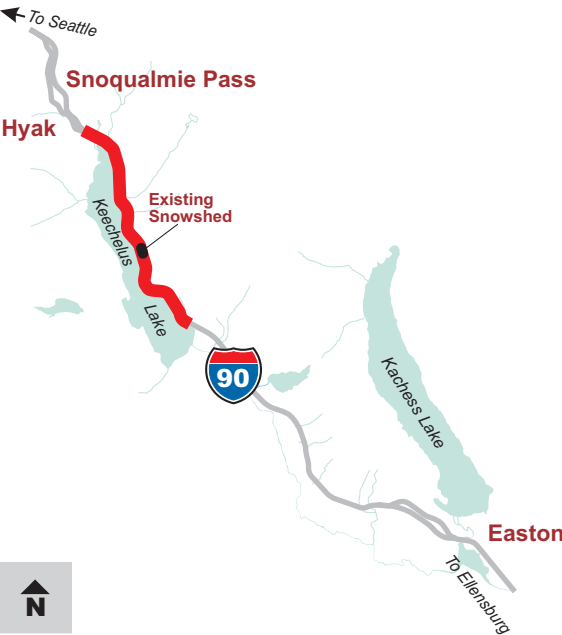
Total: \$387.7 million
(Includes design, right-of-way, and construction costs)

Construction Timeline

Scheduled start: Spring 2010
Scheduled completion: Summer 2015

Project Benefits

- **Substantially reduced avalanche closures.** Proposed improvements will significantly reduce the number of avalanche-related road closures within the project area.
- **Increased capacity.** Widening the highway from four to six lanes will improve traffic flow and provide additional capacity for future growth.
- **Slope stability.** The project will minimize the risk of unstable rock and debris reaching the roadway.

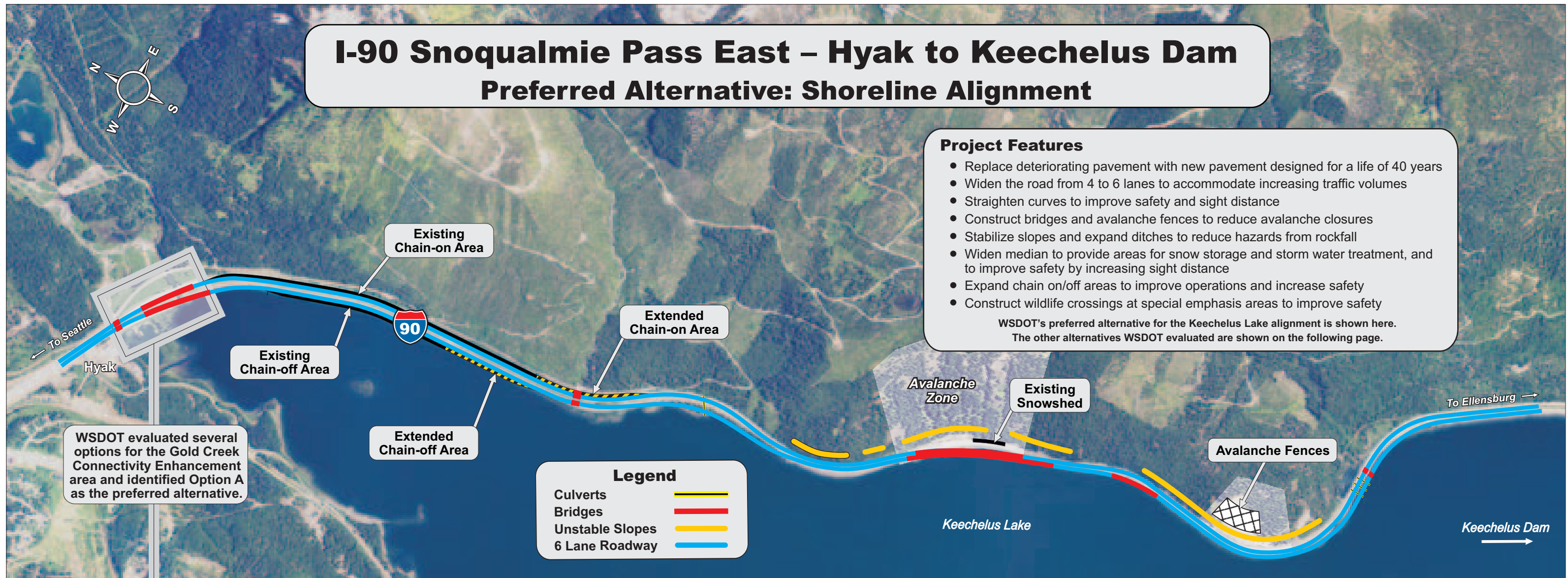


- **Freight mobility.** The project will provide an additional lane in each direction, lengthen chain attachment and removal areas, straighten the curves, and replace rough, deteriorating pavement.
- **New pavement.** Cracked and deteriorating pavement will be replaced to provide a smoother, more reliable ride.
- **Improved sight distance.** Roadway curves will be straightened to improve sight distance, driveability and safety.
- **Environmental stewardship.** The project will improve wildlife crossings and habitat connections throughout the project area. WSDOT seeks to minimize impacts to the environment as much as possible.

MAKING EVERY DOLLAR COUNT.

I-90 Snoqualmie Pass East – Hyak to Keechelus Dam

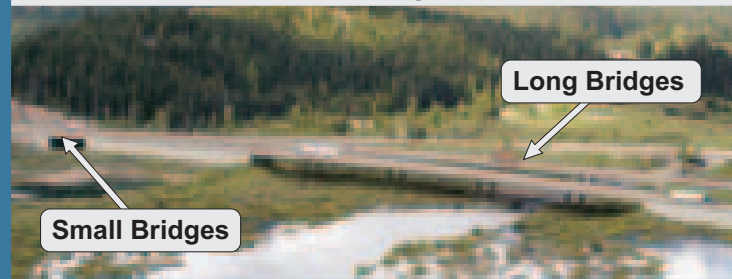
Preferred Alternative: Shoreline Alignment



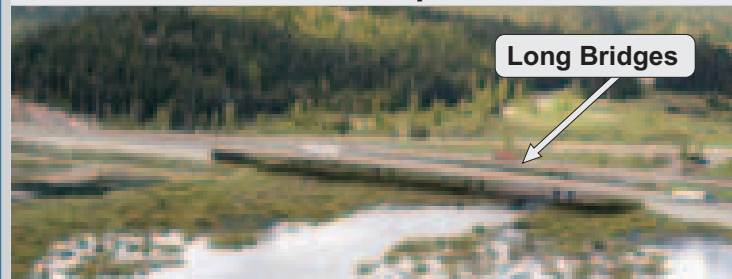
Gold Creek Connectivity Enhancement Area Options

PREFERRED ALTERNATIVE

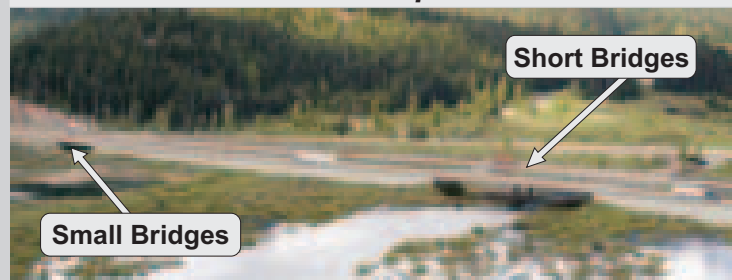
Gold Creek Option A



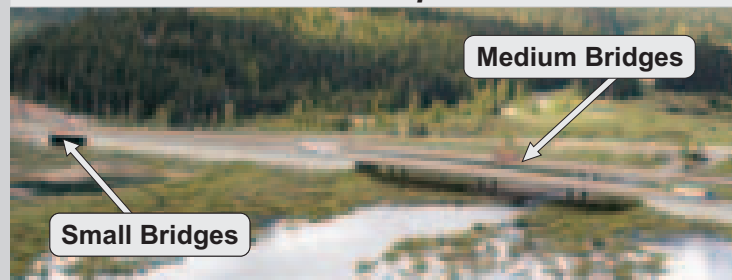
Gold Creek Option B



Gold Creek Option C

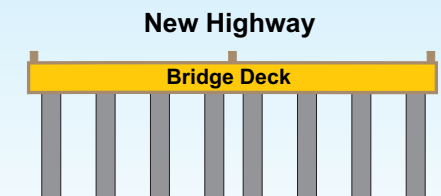
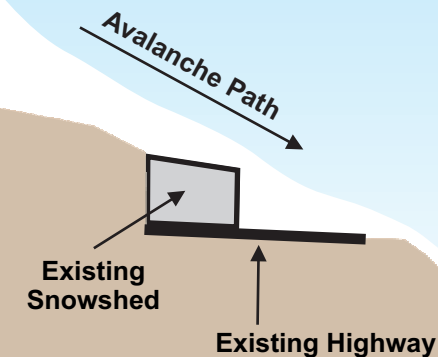


Gold Creek Option D



Moving the highway into the lake places it safely away from the avalanche path

The I-90 Snoqualmie Pass summit (elevation 3,022 feet) averages 80 hours of avalanche-related closure per year, with estimated economic losses to business and travelers of several million dollars annually.



Keechelus Lake